

Work Order ID 71294

Monday, June 27, 2011 11:33:09 AM



PRELIMINARY ISSUE

Page 1

Item ID: D4161-1 Accept

Revision ID: PRELIM

Item Name: Fitting, Engine Mount Trunnion

Start Date: 6/27/2011 Start Qty: 3.00

Required Date: 6/30/2011 Req'd Qty: 3.00

Reference:

Jun 11. 6. 27

Cust Item ID:

Customer:



Approvals: Process Plan: _____ Date: _____ Tooling: _____ Date: _____

QC: _____ Date: _____ SPC (Y/N): _____ Date: _____

Run Start

Stop

Sequence ID/ Work Center ID	Operation Description	Set Up/ Run Hours	Tool ID	Tool #	Plan Code	Accept Qty	Reject Qty	Reject Number	Insp. Stamp
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Draw Nbr	Revision Nbr
D4161	PA1

100 0.00



Doosan

Doosan Lathe

DOOSAN LATHE

Memo

1-Turn as per Dwg
2-Debur

0.00

27 11. 6. 28

3

110 0.00



QC

Quality Control

QC2- Inspect parts off machine FAI/FAIB

Memo

0.00

27 11. 6. 28

3

120 0.00



HAAS I

HAAS CNC vertical machine #1

HAAS CNC VERTICAL MACHINING #1

Memo

1-Machine as per Dwg D3488 2-Debur

0.00

Jun 11. 6. 20

3

Ø

1. The first step in the process is to identify the problem. This involves gathering information about the situation and the people involved.

2. The second step is to analyze the problem. This involves breaking the problem down into smaller parts and understanding the causes.

3. The third step is to develop a plan. This involves deciding on the best way to solve the problem and setting goals.

4. The fourth step is to implement the plan. This involves putting the plan into action and making changes as needed.

5. The fifth step is to evaluate the results. This involves checking to see if the problem has been solved and if the goals have been met.

6. The sixth step is to reflect on the process. This involves thinking about what worked well and what could be improved.

7. The seventh step is to share the results. This involves telling others about what you have learned and how you solved the problem.

8. The eighth step is to continue to learn. This involves staying open to new ideas and ways of solving problems.

9. The ninth step is to be a good team player. This involves working well with others and helping them to solve their problems.

10. The tenth step is to be a good leader. This involves helping others to solve their problems and leading them to success.

Page 2

Setup Start

...the ...

Stop

1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

2. Once the problem is identified, the next step is to define the objectives and goals of the project. This helps to clarify what needs to be achieved and provides a clear direction for the team.

3. The third step is to develop a plan or strategy to address the problem. This involves breaking down the problem into smaller, manageable tasks and determining the resources needed to complete each task.

4. The fourth step is to implement the plan. This involves putting the strategy into action and monitoring progress regularly to ensure that the project is on track.

5. Finally, the fifth step is to evaluate the results of the project. This involves assessing the outcomes against the objectives and goals and identifying any areas for improvement.

THE UNIVERSITY OF CHICAGO

Cust Item ID:

[REDACTED]

Customer:

Reference:

Run Start

[illegible]

Stop

[illegible]

Insp. Stamp

0.00

[illegible]

0.00

QC

Memo

Quality Control

0.00

0.00

QC

Memo

Quality Control

Identify as per dwg & Stock Location: Shop 0.00

0.00

[illegible]

0.00

Packaging

Memo

Packaging

Picklist Print

Monday, June 27, 2011 11:33:05 AM

Page 1

Work Order ID: 71294



Parent Item: D4161-1



Parent Item Name: Fitting, Engine Mount Trunnion

Start Date: 6/27/2011

Required Date: 6/30/2011

Start Qty: 3.00

Required Qty: 3.00

Comments: IPP REV:A NEW ISSUE 11-06-27 JLM VERIFIED BY:EC

Component Item ID/ Item Name	Replacement Item ID	Mfg/ Purch	Bin Item	Primary Location	Last Location	Route Seq ID	Unit of Measure	Qty on Hand	Qty per Kit	Total Qty	Qty Issued	Date Issued	Status
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D6104-001

Manufactured

No

Each

20.0000

3



29 11-6-28

Round Billet, 17-4

Location

Loc Qty

Loc Code

MAT043

20

53749

20

3

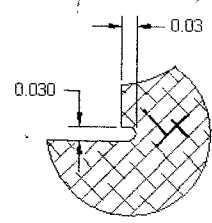
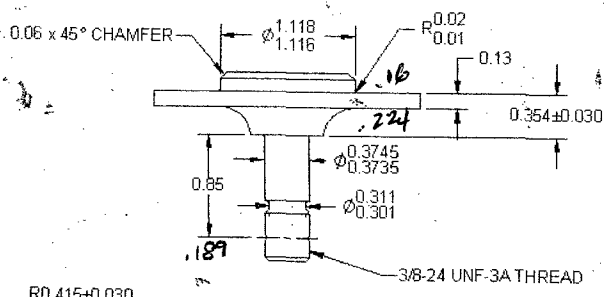
POSITIVE RECALL

EFFECTIVE 11-6-28 AUTH W

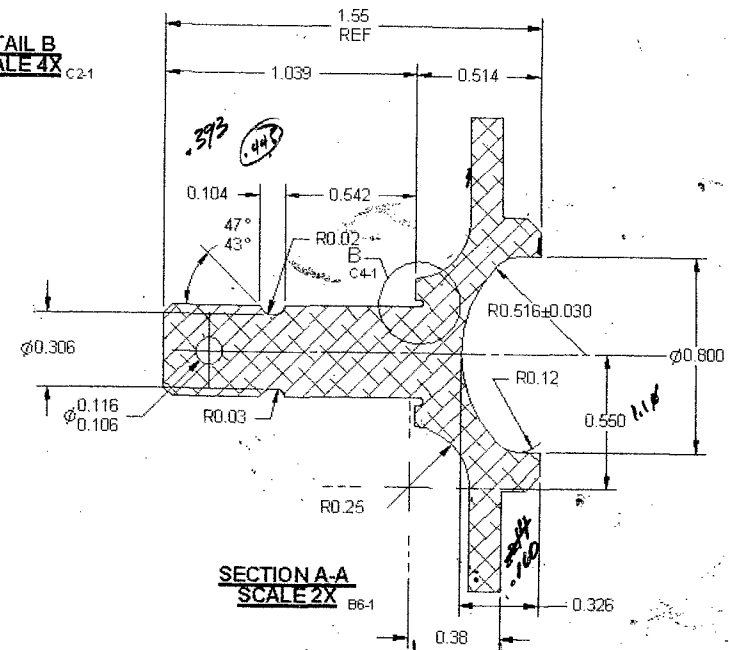
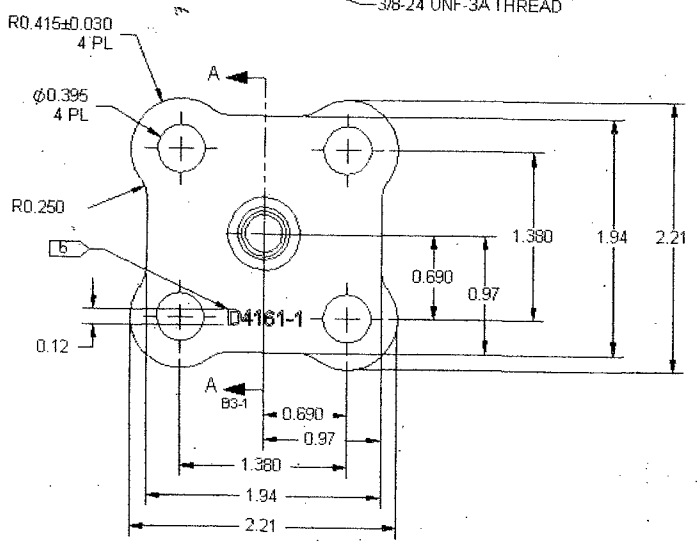
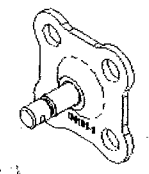
RELEASED DATE

6 7 6 5 4 3 2 1

71294



2.975



D4161-1 FITTING, ENGINE MOUNT TRUNNION

PRELIMINARY ISSUE
10.07.20

- NOTES**
- 1) MATERIAL: 17-4PH STAINLESS STEEL BAR, H900 CONDITION
PER AMS 5604/5643
REF DART SPEC M17-4-B
 - 2) FINISH: N/A
 - 3) TOLERANCES: PER DART QSI 018 UNLESS OTHERWISE NOTED
 - 4) UNITS: INCHES UNLESS OTHERWISE NOTED
 - 5) BREAK SHARP EDGES: 0.005 TO 0.010 MAX
 - 6) IDENTIFICATION: IDENTIFY PER DART QSI 044 6.3 AS SHOWN
 - 7) WEIGHT: 0.21 lbs
 - 8) PENETRANT INSPECT

PA1	NEW ISSUE		10.07.20
REV.		DESCRIPTION	DATE
DESIGN			
DRAWN			
CHECKED			
MFG. APPR.			
DE APPR.			
DATE	10.07.20		

DART AEROSPACE LTD HAMKESBURY, ONTARIO, CANADA	
DRAWING NO. D4161	REV. PA1 SHEET 1 OF 1
TITLE FITTING, ENG MT TRUNNION	
SCALE - NTS	
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DART AEROSPACE LTD		Work Order: 71294
Description: Engine mount transition		Part Number: D4161
Inspection Dwg:	Rev: PA-1	Page 1 of 1

FIRST ARTICLE INSPECTION CHECKLIST *TURNED SECTION*

Drawing Dimension	Tolerance	Actual Dimension	Accept	Reject	Method of Inspection	Comments
.06 x .45	+/- .030	.060	/		2p.02	
1.118	1.116	.118	/			
R.02	R.01	R.015	/			
.13	+/- .030	.134	/			
.354	+/- .030	.354	/			
.3745	.3735	.3737	/			
.85	+/- .030	.849	/			
.311	.301	.306	/			
3/8.24 UNF	3A	3A	/			
.3750	.3678	.371	/		2Q.06	
.3988	.3959	.3980	/		"	
.03	+/- .030					omit for prototype only
.030	+/- .010					"
1.55	+/- .030	1.553	/		2Q.02	
1.039	+/- .010	1.039	/			
.514	+/- .010	.515	/			
.104	+/- .010	.100	/			
.542	+/- .010	.542	/			
R.02	+/- .030	R.020	/			
.116	.106	.107	/			
R.03	+/- .030	R.030	/			
R.25	+/- .030	R.265	/			
.550	+/- .010	.550	/			

Measured by: <i>2p</i>	Audited by: <i>DFB</i>	Preliminary Approval:
Date: 11-6-28	Date: 11/06/30	Date:

Rev	Date	Change	Revised by	Approved
E	10.04.14	Added preliminary approval	KJ	

10.04.15

DART AEROSPACE LTD		Work Order: 71294
Description: Engine mount bracket		Part Number: D4161
Inspection Dwg:	Rev: PA-1	Page 1 of 1

FIRST ARTICLE INSPECTION CHECKLIST

Drawing Dimension	Tolerance	Actual Dimension	Accept	Reject	Method of Inspection	Comments
.06 x .45	+/- .030	.060	/		Rq. 02	
1.118	1.116	.118	/			
R. 02	R. 01	R. 015	/			
.13	+/- .030	.134	/			
.354	+/- .030	.354	/			
.3745	.3735	.3737	/			
.85	+/- .030	.849	/			
.311	.301	.306	/			
3/8.24 UNF	3A	3A	/			
.3750	.3678	.371	/		Rq. 06	
.3988	.3959	.3980	/		"	
.03	+/- .030					omit for prototype only
.030	+/- .010					"
1.55	+/- .030	1.553	/		Rq. 02	
1.039	+/- .010	1.039	/			
.514	+/- .010	.515	/			
.104	+/- .010	.100	/			
.542	+/- .010	.542	/			
R. 02	+/- .030	R. 030	/			
.116	.106	.107	/			
R. 03	+/- .030	R. 030	/			
R. 25	+/- .030	R. 265	/			
.550	+/- .010	.550	/			

Measured by: RQ	Audited by: DFB	Preliminary Approval:		
Date: 11-6-28	Date: 11/06/30	Date:		
Rev	Date	Change	Revised by	Approved
E	10.04.14	Added preliminary approval	KJ	

10.04.15

From: Harvey Siemens <hsiemens@dartaero.com>
Sent: June 27, 2011 10:23 AM
To: Jean-Luc Menard
Subject: D4165

JL

It is acceptable for the material for the D4161-1 part to be in any heat treat condition and for the 0.030 groove to be missing from the first 2 parts produced.

Regards,

Harvey Siemens

Mechanical Designer
DART Aerospace Ltd.

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